THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. X NO. 16. CLEVELAND, O., APRIL 19, 1888. $2.00 PER ANNUM. SINGLE COPIES 5 CENTS.

Det. Bel. Isle & Windsor Ferry Co. 63

AROUND THE LAKES.

CLEVELAND.

The schooner Brady, Captain John Nelson, will leave this week, taking coal from Black River to Alpena.

The new steambarge Henry J. Johnson is nearly finished and will be launched in about two weeks. She will be commanded by Captain John Thompson this season, who pronounces himself much pleased with her thus far.

The tonnage given of the following named vessels, steam and sail, is according to the report of the bureau of navigation: Schooner Tom Adams, 1810.67 gross, 1810 67 net; steamer Enterprise, 14 03 gross, 7,02 net; steamer Lulu Eddy, 19.35 gross, 9.68 net; steamer Modoc, 18.29 gross, 12.54 net; and steamer Phillip Minch, 1988.00 gross, 1657.72 net.

At the Cleveland drydock the schooner Richard Winslow, which has been receiving some extensive repairs, under the supervision of Captain John Conners, will be taken out of dock. The schooner certainly will present a much better appearence when finished. The Zach Chandler follows her in. The tug Allie May will also go out of the dock the same time as the Winslow.

Schooner Anna Belle Wilson, recently purchased by Hebard & Son, of Detroit, will take coal from Cleveland to Portage at 75c. She will sail the latter part of the week. Captain T. J. Minor, who is to sail the Anna Belle Wilson this season, has put her in first-class shape, and with a new coat of white paint, she looks like a huge snow drift.

Last September a sailor named Jacob C. Kuhn came to this city to ship in some barge or schooner. He was known to have left here on some schooner that was lost last fall. Any one who was shipmate with him during the fall will confer a favor on friends and relatives if they will give what information they have to the MARINE RECORD office. Some of our readers may possibly remember him.

Captain C. N. DeOtt, formerly master of the schooner David Dows, will not sail this summer. He is located at Ashland, where he will engage in superintending the trimming of ore vessels this season. Captain DeOtt is well known on the lakes as a man thoroughly familiar with the details of the business, and we can safely say his old friends will find him fully able to give the best of satisfaction in that capacity.

John Thomson, for a long time the only steam fitting and engineers' supplies establishment in Cleveland, has removed his business to 123 River street, and has now the most commodious and complete shop on the entire chain of lakes. Mr. Thomson is well known to all lake engineers, and anything we may say will but add to a reputation already gained by him for good work and quick dispatch. The new tools put in by Mr. Thomson will add greatly to his facilities for dispatch and quick work.

Meteorological summary for the week ending April 17, 1888:

Mean actual barometer	30 17
Mean temperature	41.1
Mean humidity	66 9
Total precipitation	05.
Prevailing direction of wind	SE&SW.
Total wind movement	1439
Av. cloudiness	5 8
Av. state of weather	Fair.
Max. temperature, highest	56 8
Min temperature, lowest	26.7

W. H. HAMMON, Sergt. Signal Corps, U. S A.

The body of Mary Bayard, which has been in the Cuyahoga river since March 12, was discovered in the water near the Willow street bridge by Paul Keyes of No. 34 West Clinton street at 7:15 Monday morning. Mrs. Bayard fell in the river on the night of March 12, while on her way to the vessel Colonel Cook, where she and her husband lived during the winter. The body was taken to Schwan's undertaking rooms and the coroner notified.

The new outfits for the crew of the life-saving station at Cleveland are furnished by Kohn & Co., 213 Detroit street, second door from corner of Pearl, who procured the genuine U. S. navy flannel through the department, and therefore will make to order real sailor shirts, as required by regulation

Mr. Fries' fleet will be commanded as follows: Steamer W. Edwards, J. H. Mallory master, S. A. Wells engineer; schooner Golden Age, John Flor master; Charles Foster, Hugh Hastings master; M. W. Page, Dan Stalker master; Atmosphere, John McGougan master; W. Shupe, Joseph Christie master.

TORONTO.

The Empire says, the schooner Caroline Marsh is expected to arrive on Monday with a cargo of coal from Charlotte.

Propeller Cuba has shifted from the wharf at the foot of Yonge street to the dockyard above it.

Steambarge Niagara, now at Port Dalhousie, has been chartered to load barley here, and is expected to arrive on Monday.

Mr. W. Ellis, superintendent of the Welland canal, telegraphs that navigation through the canal will be opened on April 23.

Doty's steamers, Luella and Mascotte, arrived this week from Oakville, and commenced running to the island. They have been repainted and refitted and present a fine appearance. The steamer John Hanlan will not be ready for a couple of weeks. She is at the Doty wharf, at the foot of York street, where she will be renovated and fixed up for the summer's work.

TOLEDO.

Fears are expressed for the safety of the schooner Anna P. Grover, which left here a week ago Monday for Cleveland, loaded with wheat. The Penokee, which sailed on the same day, returned on Monday, and her captain says he sighted the Grover in the middle passage, working her way down, Saturday. It is thought she was caught in an ice floe.

The tug Pathfiner took the schooner Montana to Sandusky, wheat laden, Monday.

Chief Engineer Blunt, of Cleveland, is expected here to-night (Monday) to take charge of operations on the straight channel work, which opens Tuesday. Four dredges, six tugs and sixteen scows will be used.

The steamer Don M. Dickinson which arrived on the 8th from Detroit, has cleared with coal for Marine City.

Captain C. H. Hubbard, of this city, will go with the steamer Jay Cooke this season.

The tug Mystic has left for Port Huron with the schooner Thomas Gawn, coal laden.

MILWAUKEE.

The new steambarge built at the Milwaukee ship-yard for Henry and William A. Starke, was launched Saturday. She was named the Arcadia, after Arcadia, Mich., where Starke's sawmill is located. She has a capacity of 200,000 feet of lumber, and cost $20,000.

A special from Manitowoc, says that Captain Rusch, of the schooner Four Brother of Racine, was knocked overboard by a boom and drowned while the vessel was entering that port.

BUFFALO.

There seems to be no immediate prospect of the lake opening soon, although large quantities of ice have passed down the river. The ice is still very solid, however, and extends as far as Erie. The vesselmen do not expect to get out before May 10, although the lake may open earlier than that,

Propeller J. C. Gilchrist has been taken to Chicago at 75 cents. There are now eleven boats loaded here, and the rest of the fleet is being rapidly cared for.

Manager Bullard, of the Union Line, gives it as his opinion that, if the published reports of the operations of the steamer St. Ignace are true, an expenditure of $2,000,000 will keep the lakes open all winter.

Testimony was taken here in the matter of the collision of the steamer Oregon and the side-wheel steamer Alaska on Lake Erie last fall. A computation of the damages is being made.

A well attended meeting of the grain shoveler's union was held April 8th. The scale of prices was made the same as last season.

CHICAGO.

Special to the Marine Record.

The Dunham towing and wrecking company are determined to keep pace with the increasing necessities of the times, and to further this end they recently purchased the fine tug Crowell, which arrived at this port from Manistee last week, and which makes the Dunham company now possess four of the largest tugs in Chicago harbor. The Crowell is as large as the company's fine tug T. T. Morford, and nearly as powerful, and she has the reputation from Buffalo, her place of birth, as also from Manistee, her late home port, of being one of the best and most successful tugs on our lakes. Every attention will be given to towing and wrecking, and a first class marine diver will be ready at all times. J. S. Dunham is president, Captain J. R. Sinclair superintendent, Captain Thos. Johnson chief engineer, Captain Charles Roach wrecking master. The appointments to the company's eleven tugs will be made soon.

Davidson & Holmes and Captain John Lang attended the launch on Saturday afternoon last at Grand Haven of their new steambarge Charles A. Street. She is 160 feet keel, 31 feet 6 inches molded beam, 12 feet depth of hold, and was built by the Grand Haven Shipbuilding Co. She will be driven by a fore and aft compound engine, 20 by 36 and 36 by 36, built by the Montague iron works, and boiler, 11 by 11, of Scotch pattern, by Johnson Bros., Ferrysburg. A very large number of people attended the launch, which was very successful, and the new steambarge is considered a very handsome model. She has the inevitable Providence windlass.

James L. Chase, of the Chase fog whistle machine company, has been here during the past week, putting his patent fog whistle machine on the steamships Australasia, Bulgaria, Hiawatha, Roumania, and Raleigh. We hope that steamboat owners at this port will give the machine a trial, as it has given entire satisfaction on the thirty fine steamships upon which it was placed and used during the season of 1887, and is a great benefit in foggy weather.

At Miller Bros.' shipyard the steamer Lora was in dock for new brasses and repairs to her shoe; the tug Success for calking and repairs; the schooner Bay State for some new outside plank and rail; the tug F. H. Stanwood for repairs to her rudder; the steamship Colorado for two new wheels, some repairs and calking: the steamship R. A. Packer for bottom calking; the steamship J. F. Eddy for a new wheel.

Captain Wm. Roeder, last year of the schooner Maggie Thompson, will sail the schooner Jennie Mullen this season.

Captain Wm. Johnson is giving his fine fleet of schooners new coats of paint to make them look handsome when they go to their first dance over the billows this season.

The Chicago Drydock Co. are exceedingly busy, getting many vessels ready for their new season's work. The propeller Otego is in dock for bottom calking and general repairs, comprising new deck beams and enlarging hatchways to fit her for large stone carrying; the steamer Charm is in dock for calking and a general overhauling; the propeller Peerless was in for a general overhauling; the steambarge Fayette has been in dock receiving general repairs and calking; the tug Mentor was in for recalking and ironing; the barge D. R. Martin for new frames and ceiling aft, also steel arches, new stern and calking all over; schooners Ford River, Resumption, Gilbert Knapp; York State, Belle Brown, John Raber, C. L. Fick, Negaunee, barge Melbourne, and steamships Iron Age, Iron King, C. Tower, City of Traverse, City of Duluth, and J. L. Hurd are receiving general repairs.

Lumber freights from Manistee to this port have opened up at $1.62½ cents on green, and $1.50 on dry; and from Muskegon at $1.37½ on green, and $1.25 on dry.

Captain George Simpson is here, getting ready to adjust several steamships for local attraction.

Vessel owners' towing company appointments of masters for 1888 are as follows: Tugs A. G. Van Schaick, Captain Geo. H. Jewell; Rebel, Captain John Quinn; Satisfaction, Captain Richard Brewer; Black Ball No. 2, Captain James Barry; E P. Ferry, Captain F. S. Butler; Protection, Captain Wm. Smith; Union, Captain Pat Gorman; A. A. Carpenter, Captain James Inman; Thos. Hood, Captain A. C. Wilson; J. V. Taylor, Captain Pat Hart. Captain J. F. Higgie has been appointed superintendent.

George F. Kirkham, superintendent of the V. O. T. Co., for the last nine seasons, will this season be connected with Miller Bros.' Drydock Co.

The schooner Mary L. Higgie, recently purchased by H. A. Estelle, of Chicago, will be commanded by Captain P. J. La Voo, of Huron, O. She has received part new decks some new outside planking, and a general overhauling; also, considerable new outfit, and when her new coat of paint has been put on she will look and be as good as any A2 canal schooner on the lakes. She is chartered to carry a cargo of iron ore from Escanaba to Detroit, and we wish both owner and captain good luck with her.

The schooner Ralph Campbell, coming down the north branch Wednesday morning in tow of a tug, collided with Kinzie street bridge, and had a portion of her taffrail and a cathead carried away.

The city authorities made an effort Tuesday to locate the obstruction at Wells street to which the damage to the propeller Wallula is attributed. For the benefit of mariners the following exact description of this dangerous obstruction is hereby given: About four feet immediately opposite the south bridge abutment, and under seven feet of water, there is a row of piles, upon the top of which is a stringer bolted to the piles. Before the bridge improvements were begun, there was a nest of piles which protected vessels from this submerged danger. These piles have been removed, and unless the city takes immediate steps to clear the obstruction some very deplorable and costly accident is likely to occur at this point.

The barge John Shaw became fast at the entrance of slip C Tuesday, and prevented craft from going up or down stream for nearly five hours. A large number of schooners were jammed at the Illinois Central bridge, and a number of river tugs were delayed for several hours. Governor Barry says this sort of thing is played out.

Harbor-master Irwin and his assistants will soon appear in their regulation uniforms. Mr. Irwin is clothed with the rank and authority of captain of police, his assistants to rank as lieutenauts. WILLIAMS.

PORT HURON.

Special to the Marine Record.

Everybody is down at the dock to see the ferry St. Ignace, Captain Tod Boynton (very attractive himself to Port Huron people. He is a great favorite here.)

J. W. Thompson, Jr., has built a platform 9 feet high by 40 wide and 70 feet long. It will hold 1000 tons of coal and will be in first-class shape to supply any high steambarge that may come to coal with him. He will have men at hand night or day who can put 40 tons per hour on a steambarge of any size; will also have docks lighted with electric lights. He has 450 feet of dock front, with 17 feet of water at the dock. Deep-draft boats will find it to their interest to give him their patronage.

Ed J. Kendall, marine reporter, has had his office painted, refurnished, and put in first-class shape for the opening of the season of '88. Ed is a hustler.

Captain Hi Ames is very sick at his home on Harsen island. He is to command the tug W. A. Moore the coming season.

Captain Will Hutchinson leaves Monday for Bay City to fit out his new steamer, the Macosta, of the Whitney line.

Harbor tug O. W. Cheney, Captain H. J. Kendall, is out doing all the work he can get. The Cheney has been entirely overhauled this winter and will do better work than last season by 15 per cent on 15 per cent less fuel.

Tugs Haight, Mystic, and Spencer are being painted and fitted out ready for business

Captain Bill Curtis commands the Kittie Haight as usual.

Barge Brake has discharged her cargo of oats, and will be fitted out at once. She will tow with the steamer Ed Smith.

Paints have made the Wareham, recently purchased by S. Grummond, of Moffat & Co., look as fine as any in the river.

Schooner Newsboy is at Dunford & Alverson's, and will receive an entire rebuild.

The St. Ignace is coaling up here, about 350 tons. There has been about five thousand people, men, women, and children, to look her over.

John Nesbitt, of Port Huron, with the tugs Jessie and Terrice, has the contract for 35,000 tons of coal from Cleveland to Pt. Edward for the Grand Trunk railroad at 65c per ton.

The Oscoda and City of Concord will leave Port Huron this week to load salt and lumber for Ohio. The tug Spencer also leaves for Toledo, towing two barges.

The river is clear of ice, also the lake, as far as the eye can reach. JIM.

FRANKFORT.

Special to the Marine Record.

Steambarge S. C. Baldwin, with consorts India and Wave, are expected here as soon as the straits open, to load lumber for below.

Steambarge R. A. Seymour came in from Racine April 13, being the first arrival from west shore ports.

Tug Hannah Sullivan arrived from St. Joseph on April 10, and engaged in fishing here.

Propeller Sanford made her first departure Thursday, March 29, for Manistee. She returned April 1st, Lake Michigan at that time full of floating ice fields.

April 5 tug Pottowatomie was sent out and set the first gang of nets, near Point Betsy.

The pier head light was resumed April 5 by Keeper Vorce.

Propeller John D. Dewar arrived from Manistee first trip April 11.

Tugs Sullivan, Slyfield, Cowan, Smith, and Pottowatomie are engaged in fishing here.

Both life saving stations were opened April 2. BURMEISTER.

SANDUSKY.

Special to the Marine Record.

A new Buffalo leg has been put in at the B. and O. elevator.

John Stang, Esq., of Lorain, was in the city last week.

The tug Dan Connelly and steamers Ohio and Louise were inspected by Messrs. DeWolf and McGrath last week.

B. T. Dwelle's new tug was christened the Erie. Captain Wm. Molyneaux will command her.

It has been decided to change the name of the steamer Jay Cooke to City of Sandusky. She will arrive here about the 23d inst. from Detroit, where she has been receiving a thorough rebuild the past winter.

The B. & O. R. R. Co. are building more trestle for the storage of iron ore. They have considerable ore on hand.

The first cargo of grain loaded by J. A. Closser & Co., this season at the C. S. and C. elevator (formerly I. B. and W.) was the schooner M. J. Rogers, last week. She loaded corn for Oswego at 4½ cents.

Our signal service station was ordered to discontinue business after April 1. A vigorous protest was sent to Washington, signed by influential citizens, and also suggesting that free rent might be had if the station were located at the custom house. After due consideration the government decided to make the change in the location, moving it from the West house to the custom house. Everything is being put in in first-class style, for it is intended to make it a permanent station. C. G. S.

The United States government steamer Haze is lying at the Michigan Central dock, taking on supplies for the lower district. She will start out Tuesday.

RIVERS AND HARBORS.

The river and harbor bill last year aggregated $10,500,000. It appropriated $225,000 for Buffalo harbor. The measure failed to become law. A bill for nearly twice the size—$19,432,783.13, to be precise—will be reported to the house by the Louisiana democrat who is chairman of the committee on rivers and harbors.

Buffalo gets $200,000 this year, which is all we expected, but is by no means all we need or could use. On the avowed principle that "the present bill is practically for two years," Buffalo's portion should have been $500,000. Our claim was $400,000. The is the way in which the difference was distributed: Charlotte, $25,000; Dunkirk, $15,000; Great Sodus bay, $24,000; Little Sodus bay, $16,000; Oak Orchard, $6,000; Olcott, $5.000; Wilson, $5,000; Tonawanda (River,) $10,000. The engineer in charge of this district has protested against a system of driblets, instead of the concentration of the appropriation for a district where it will do the most good. For instance, how can $15,000 be expended honestly at Dunkirk?

One of the most deserving demands was of $7,000,000 for the improvement of upper lake navigation, as follows; strengthening and deepening the channel of Detroit river, and dredging of the lakes between St. Clair and Huron, the dredging of Hay Lake channel in the St. Mary's river, connecting Lakes Huron and St. Clair, and the enlargement of the locks at Sault ste. Marie. The committee reports $1,000,000 for St. Mary's River, $500,000 for Hay Lake channel, and $130,500 for the Detroit River.

Some interests fared far better proportionately, however. The Washington correspondent of the Detroit Free Press reels off a string of state harbor appropriations, and comments: "Not only are these appropriafar beyond any preceding total received by Michigan, but there are a vast number of examinations and surveys ordered made, without a specified sum in each case, as has been the custom in other years, thus swelling the total very largely."

Member Nutting was not able to induce the committee to report in favor of his Oswego ship canal. Chairman Blanchard, indeed, prides himself on the assertion that "there are no canal projects in the present bill." Hennepin, good bye! But what is $200,000 for the Illinois river doing there?

And what are the chances of the bill becoming law in any form? Of course it will be tampered with in the houses. Last year's procedure was interesting. Debate was suppressed on the original measure. In the committee of the whole a substitute appropriating $7,500,000 was voted, and this reduction was called a great piece of economy. But when the committee reported to the house, that body rejected the substitute and the original bill was passed without debate. The generous senate no sooner had its hands on the bill than it ran the appropriation up to $10,500,000, and in this shape it went back to the house, the rules were suspended, no debate was allowed though discussion was asked for, and the matter was put at once in conference—and when a bill gets to a conference—committee, that is the last the country ever knows about it unless it becomes a law.

President Cleveland did not have President Arthur's course. He did not veto the measure, but neglected to sign it before congress adjourned. He can take the same course this year. The bill is twice as large, but it might be worth to the democracy what it cost the country. The Buffalo Express would not advocate the measure because the treasury is full. All we wish is that there was some way by which needed improvements on the great lakes could be obtained without a dip into the general "pie." Perhaps the simplest way would be to authorize the president to veto specific appropriations in the river and harbor bill, instead of compelling him to strain at or swallow the grand total.

ST. CLAIR RIVER MARINE REPORTING.

Quite a number of years ago, before the fast steamships began making things lively on the great lakes, a reporter used to hang around the wharves and note down the names of passing vessels. This was done during the day, and such vessels as passed at night had to go unrecorded.

In those days a vessel-owner was usually content to know that his vessels had passed up or down the river two or three days after the event had happened. But soon the lake shipping began to assume a different aspect. Slow steamers began displacing the sailing craft, and later fast steamers took the place of the slow ones. The demand for information soon became such that night reports were necessary and when newspapers along the lakes began to pay more attention to inland marine matters these vessel passages were printed every morning. The recording of names was soon reduced to a system, and now it is next to impossible for a vessel to escape the eye of the reporter, no matter how stormy or dark the night is or how thick a fog hangs over the river. The marine reporter was first brought to notice in 1881, when a representative of the London, England, Graphic saw a marine reporter delivering a message to a passing vessel, and made a sketch of it, which appeared in the Graphic of November 26 of that year. Regarding marine reporting the Graphic said. "It would be difficult to find an employment which requires more nerve, experience, and physical endurance than it requires. At Port Huron where all through shipping of the lakes passes, this position is one of great importance and continual danger. * * The duty from which the reporter derives his title is that of recording the names of all passing craft. These, with the hour and direction, are telegraphed to all the daily papers along the lakes from Buffalo to Chicago." That this work is dangerous and requires great skill is easily understood when the nature of the work is known. Telegrams are often sent by owners which have to be delivered to the vessel as she passes.

Often, on account of some unforseen occurrence, the destination of a downward bound steamship has to be changed from one port to another after she has left Escanaba or Marquette with iron ore.

To accomplish this the reporter rows out when the boat comes in sight, and as she passes throws his line on board. It is caught and twisted around a timberhead, and the reporter's little craft is jerked nearly out of the water when the line tightens up. While thus towing at the side of the ship the message is handed to some one on board. In some cases the steamship checks her speed and thus the work is made much easier, but even then in cases where the night is dark and stormy the work is hazardous. Besides his other duties the reporter delivers letters, takes people ashore. The captain know the depth of water at the Limekilns, and performs numerous other services. He keeps continually posted on the whereabouts of vessels and can at a moment's notice tell about where any large vessel may be found at any time. This is done by watching the arrivals and clearance at all the lake ports.

MARINE TRADE COUNCIL

A Chicago paper says two movements of great import to the vessel interests of this city and the lake are now on foot and are being pushed vigorously. One is the formation of a marine trade council having control of all the labor interests here, and the other is the organization of the steam-boat men as knights of labor. The marine trade council will be formed next week with delegates from the lumber vessel unloaders, grain shovelers, coal heavers, salt laborers, iron ore shovelers and the seamen's union, and will represent about 2,500 men. Its purpose will be to unite the different organizations that the business of this port may be more directly affected from the standpoint of labor. Its results will doubtless be to sharply define the duties of each occupation around vessels and keep off encroachments, on what the unions believe is their especial province. Another result will be to involve all the organizations in strikes where one trade goes out on account of some grievance. The movement to bring the steamboat men within the knights was inaugurated as the January meeting of the Seamen's district assembly at Toledo, on the request of several local assemblies, but so secretly has the plan been put in operation that it has escaped even the attention of most of the steamboat managers. At that time it was decided to accept wheelsmen, watchmen and look-outmen on steamboats as members but as a distinct class from the sailors, having seperate cards, which limited them to employment on steamboats. This class of mariners number about 5,000. The opening of the bars of the seamen's assembly to this numerous class has resulted in large numbers joining the order at Buffalo, Cleveland and Oswego. The movement will be inaugurated here next week. With the men once organized, there will be at once some demands for the reform of several matters in which the men now think themselves aggrieved, and it would not be surprising if strikes followed in case their demands are not granted. The movement will be pushed at Milwaukee, Detroit and other points where the steamboat men are numerous. In the meantime the seamen's union is making strenuous efforts to strengthen itself among the sailors.

FOG SIGNALS WANTED.

A petition is about to be circulated among vessel owners and marine men in general in Kingston, Coburg, Port Hope, Hamilton, and Toronto, to be presented to the minister of marine, regarding the placing of fog whistles at Long Point, sometimes known as Point Peter, and at Nine Mile Point, at the foot of Simcoe island. The American government, during the winter, has had fog whistles placed at Thirty Mile Point and also on Tibets' Point, on the south shore of Lake Ontario. The petition will no doubt be largely signed, as its contents interest every mariner and person who has friends who make their living by sailing. It shows the minister of marine that Point Peter is a point of land that all vessels trading through the Welland canal and from western points on Lake Ontario, bound for Kingston, steer for, on making which their course is altered for the channel between the main and false Ducks. In years past there have been many lives and much property lost in this vicinity.

Nine Mile Point is shown to be a point of land about eight miles from Kingston, where the channel becomes narrow and where Lake Ontario verges into the St. Lawrence river. All vessels bound for Kingston from all western ports, and ports on the south shore steer for this point.

In the vicinity of the two points referred to, during the first four months of each season, fogs are very prevalent and in the last month snow storms prevail, so that in either fog or storm neither land by daylight or the warning at night can be seen, and in consequence the danger to navigation is very great.

The following resolutions were offered by Mr. Gardner at a recent meeting of the board of trade:

Whereas, We are informed that $75,000 only have been recommended for appropriation by Congress toward building the Cleveland breakwater; and

Whereas, We learn from competent authority that fully 2,000 feet of breakwater can be constructed during the season of 1888, costing not less than $150,000, provided such a sum is appropriated for that purpose, so that early contracts can be made, thereby insuring an extended area of protected space for refuge purposes, available in time this year for the severe storms that usually prevail every fall, thus probable saving valuable lives and property engaged in lake commerce,

Whereas, The great importance of securing continuous work and thereby early final completion of such a necessary waterway improvement cannot be overrated; therefore

Resolved, That the members of Congress are hereby most respectfully, but urgently requested to give due consideration to the interests of the great interlake commerce and permit such an appropriation, say not less than $150,000, for the Cleveland breakwater, so as to ensure the completion of as much work as can be done during this year;

Resolved, That the secretary be requested to forward to Senators Payne and Sherman and to Representatives Foran and Grosvenor, copies of this action of the board with request that every effort be made to secure a commensurate appropriation.

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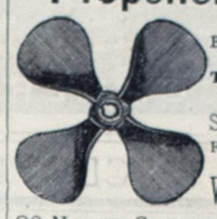
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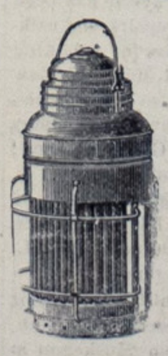
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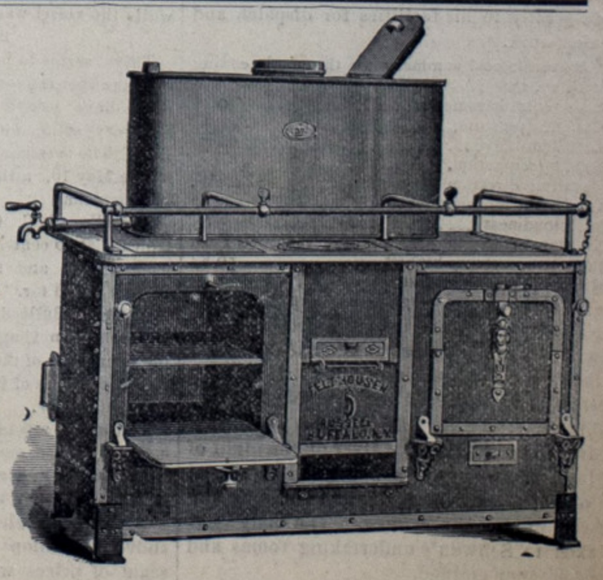

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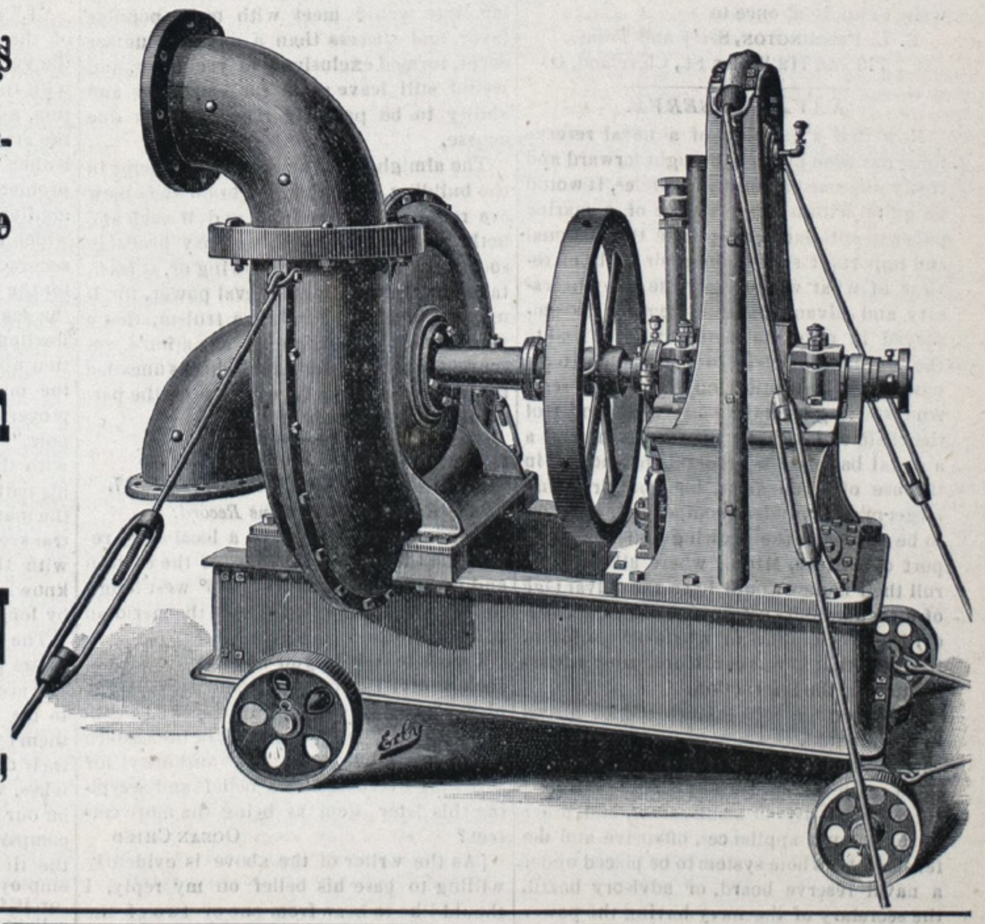

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Marine Record.

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, APRIL 19.

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NOTICE TO VESSEL OWNERS.

By resolution of the Cleveland Vessel Owners' Association, February 2, 1888, the assessment on the tonnage for 1888, custom house register, was levied the same as for 1887, viz: 3c per ton on steam and 4c on sail and consort. The secretary is not allowed to admit tonnage after the opening of navigation, therefore, all wishing to enter, should write or apply at once to

B. L. PENNINGTON, Sec'y and Treas.,
110 and 112 Water St., Cleveland, O.

NAVAL RESERVE.

Now that a question of a naval reserve force has been publicly brought forward and freely discussed in maritime circles, it would be quite within the province of a marine paper to still farther ventilate this national and important subject by giving a brief review of what we consider the most necessary and advantageous system to be employed in order to materialize and lead to the ultimate success of this much to be wished for institution on our inland seas. And, starting from the western extremity of the chain of lakes, we would recommend a a naval battery for general instruction in the use of small arms, big gun drill, and target practice, under a competent instructor, to be placed at the growing and important port of Duluth, Minn., where all who enroll their names would have the advantage of a regular and systematic course of naval drill and discipline at whatever period of the year that it was considered most advisable to offer the instruction.

At Chicago a drill ship should be placed in commission, say, one of our largest lake carriers, and temporarily fitted up, and supplied with one or two large guns and a proper quantity of small arms, and other modern naval appliances, offensive and defensive, the whole system to be placed under a naval reserve board, or advisory board, the secretary of the navy having the power to appoint duly qualified and experienced naval instructors and other officers, whose duties, besides the regular naval exercises and instructions would include a full and exhaustive report of the capabilities and efficiency of the various members of their department in discipline, drill, and attendance.

A vessel, similarly fitted up and supplied ought to be stationed at Detroit, and a free pass issued during the time of the annual drill, to all members of the reserve who reside at other cities and towns in the state of Michigan.

At Cleveland we might have a choice of vessels for a fair and moderate remuneration, as the resident shipowners and the community are in sympathy with this patriotic and national scheme of having a means of defending the port should the occasion again arise for being compelled to do so. We are positive in our belief that a large number of men would be enfolled under the naval reserve forces, stationed at Cleveland, more especially if proper facilities were offered for the conveyance, etc., of those men who are residing at other Ohio ports, while the crews of the life saving stations and the lighthouse keepers would contribute a class of hardy and skilled disciplinarians who would heartily co-operate and give a tone to the service as an auxilliary in time of peace, and a great power and help to the United States navy at a time when their services might be suddenly required.

Buffalo, as an old and leading lake port, and on account of her large marine interests, ought certainly to have the attention due to Cleveland and Chicago. As it is well known that a large number of lake seamen winter at that port, and a number come up from the seacoast to Buffalo in the spring to be ready for lake navigation. A week or even a month's naval drill could be given in the early spring without detriment to their ordinary occupation.

We would also like to see a large battery established on a Lake Ontario port, say, at Oswego, N. Y., for the purpose of enrolling members, and having a periodical drill similar to the institution advocated for Duluth, and a clause in the rules of the force might allow a member the privilege of changing from the drill battery on shore to a training ship in another district and, vice versa, according to a mutual agreement between the officer and the member desiring the transfer.

On these four training ships at least 3,000 to 4,000 well disciplined men could be kept in readiness for all naval and maritime emergencies, the annual or semi-annual drill could be made, sufficient to keep the men up to the required standard, and while the joining of the reserve would be a purely voluntary and personal act, a stipulated time of service would be compulsory, and a knowledge of the whereabouts of the individual members at all times would be required by the officer in charge of each district, so that notices or commands might be forwarded at short notice.

A small retaining fee issued quarterly, or semi-annually to each member on a personal application, would meet the requirements of the above, and keep the official informed of the general movements and location of the members belonging to their district.

A comprehensive system on these or similar lines would meet with more popular favor and success than a naval volunteer corps, formed exclusively of yachtmen, and would still leave room for smartness and ability to be properly recognized in due course.

The almighty dollar is the chief factor in the building of a navy, yet brain and sinew are required to handle it, and if each and both go hand in hand, we may probably soon reach a respectable showing or, at least, take our rank again as a naval power, for it may be borne in mind as a truism, that a wholesome knowledge of a nation's resources, ready at hand, often checks uncalled for interference and forwardness on the part of others not directly interested.

POLAR DIAMETER.

CLEVELAND, O., April 17.

To the Editor of the Marine Record:

In answer to an inquiry a local daily replies that there is a division of the eastern and western hemispheres in 20° west longitude, reckoned, I presume, from the meridian of Greenwich.

I wish to ask if you have ever heard of such a division, or of a polar diameter so placed? I have usually considered the continent of Asia as being placed in the eastern hemisphere. Have I any authority for throwing overboard this belief and accepting this later item as being the more correct? OCEAN CHILD.

[As the writer of the above is evidently willing to base his belief on my reply, I should like to hear from one or two of the readers of this paper, as a practical reply would give more and greater satisfaction than a theoretical one.—ED.]

ABOUT FREE SHIPS.

The first part of this report and the favorable auspices under which it seems to be placed will entirely mystify all patriotic citizens of the United States and the question will naturally occur why make foreign soil the workshop of American industries, and give to aliens the support that our own bread winners so truly deserve. In the name of American energy and skill and citizenship we repudiate the idea of placing foreign bottoms on a par with the home built vessels of the United States and the desire to do so must certainly have emanated from a source in open antipathy to the welfare of the people of the United States, and be nursed and considered by a committee who forget for the moment that they are but the servants of the people placed in position to protect the interests, and provide for the welfare of the masses in so far as their legislative functions are concerned and in giving a favorable report on the Dunne bill is antagonistic to the well being of almost every trade represented in the United States and seriously interferes with our working population. The admitting of the material free of duty should be frowned upon instead of being entertained for with the vast resources and the material advantages of this country a mercantile marine could be as easily built here, and the people have the benefits of the industry while the vessels were in course of construction, and it may be as well for the powers that be, to remember that business like charity should begin at home. Nor are we called upon to foster and encourage alien talent and labor to the detriment and the financial loss of our own population.

THE recent notice issued by the harbor master of Cleveland and published in the local dailies calls to mind the necessity for having properly determined harbor rules and regulations printed in pamphlet form and handed to the captain or officer of each vessel that enters the port of Cleveland during the present season. Such is the custom at ports on the sea board and is found to be a necessary proceeding as it prevents arbitrary and unnecessary interference and also tends to lessen litigation, as there are usually conflicting interests at work during the busy season of navigation. By issuing the rules in pamphlet form the direct authority of the local laws and regulations, and the penalty for non compliance or disobeying the official orders would be settled at once by a perusal of the regulations handed to the vessel on arrival at this port.

VARIATION AND DEVIATION OF THE COMPASS.

ERIE, PA., April 15.

To the Editor of the Marine Record:

Your correspondents, who recently gave us some information on the subject of variation and deviation, are entitled to credit for bringing to notice this very important matter. As a lake sailor of nearly forty years experience on these inland waters, I hold that our lake men are possessed of an amount of native sagacity not to be smiled at, and although perhaps not as scientific as our brethren of the briny ocean, in our own waters we ask no odds of them as navigators.

"L" is rather too emphatic in his assertion of the ability of navigators to determine the variation of the compass. True, he can, with the aid of a chart with lines of variation, ascertain by an azimuth or amplitude, the error of his compass for the course he is then steering; but the variation is another problem, and requires the use of a magnatomitor and dip-circle, the manipulation of which requires considerable experience for accuracy, especially the microscopic reading for the torsion of the silk threads suspending the magnet. Iron and steel ships are great floating magnets, and depend for their direction upon a tiny magnet, contained within the mariner's compass, and although the proverb goes, "as true as the magnet to the pole," there is no coquette more trifling with the male affection or more trying to his patience than the little instrument called the mariner's compass, with its longitudinal, transverse and vertical affinities, flirting with the various magnetic attractions, the knowledge of which can only be obtained by long and persistent study.

The officers in the navy of the United States are composed of a grade of scientific and accomplished young men, and it seems to me it would be a good idea to employ them by establishing compass stations, under their direction, at different places along the lakes, where the deviation of the compass on our lake vessels might be computed and comparative safety ensured, and not left to the tinkering methods now in use by the employment of so called compass adjusters; or it is true that no compass, however excellent its workmanship, will perform with sensibility, steadiness, and accuracy if set in the midst of vitiating influences.

A. J. LOUCH, PILOT.

LAUNCH OF THE NORTHERN LIGHT.

This large steamship the first of six contracted for by Mr. J. J. Hill, president of the St. P., M. & M. R. R., was launched successfully on Tuesday afternoon April 17th, at the yard of the Globe Iron Works Co. She was timed to go off at 3 o'clock but was delayed for nearly half an hour by the schooner Golden Age, which had been towed up the river and was directly in the way. She was soon moved however and at 3:15 the Northern Light was seen to move readily, plunging rapidly off the ways into the element which will be her future home. The ceremony of christening this beautiful craft was performed by a niece of Mr. J. N. Ashburn. Miss Ashburn, breaking the bottle of wine over the capstan in a very graceful manner. We can say but little concerning this boat for last week it will be remembered, we gave a detailed account of her dimensions, engines and furnishings, all of which have been selected and determine upon after the best judgment and most careful consideration on the part of her builders who may congratulate themselves on having built a boat which is in point of beauty and utility unexcelled in the annals of ship building. Her machinery and boiler will be put into her as soon as possible and she will be ready for sea about June 1st. She will be commanded by Captain G. W. Stoddard and Mr. C. Davis will be chief engineer.

Mr. J. J. Hill, was not present but wired his regrets to Mr. Pankhurst, stating that business of much importance called him to New York city.

LAUNCH OF THE PASCAL P. PRATT.

Notwithstanding the facts that the launching of large craft is quite a common occurence at this port, the baptism of the large new steamer Pascal P Pratt, at Messrs. Quayle's yard, on Tuesday afternoon, was an event of interest to many of our marine men. Last week we gave our readers a detailed description of this steamer, which has been built for Hon. James Ash, of Buffalo, and which is in every way equal to his expectations. The day was not so favorable for the occasion as it would have been had it not been cold and threatening rain but that did not prevent a large crowd of people from flocking down and occupying every available spot which would grant them a good view of the launch. At about three o'clock the signal was given and this large vessel glided nicely along the ways and plunged into the river making a sea that swept clean the dock across the river wetting down some of the spectators who had ventured too near. It was a great success and could not have been more satisfactory in any particular everything having been prepared before hand, as Messrs. Quayle's Sons, knew how to prepare such things. When she went into the river she keeled over almost on her beams end, surprising some of those on board, in a manner quite unpleasant, for not a few were making their first trial trip on a boat as she was launched. Among the many marine men present were Captain Thomas Wilson, Captain John Bartow, Captain Wm. Moore, of this city, Hon. James Ash, of Buffalo; Mr. T. R Dunford, president of the Attica city bank and Mr. Spaulding, of the Sault ste Marie.

NOTWITHSTANDING the report that the seasons opening rates on ore from Ashland, Wis., is quoted at $1.25, we do not believe it, and judging from a careful study of the seasons estimated carrying trade, and from various other sources, we see no reason why vessel property ought to be furnished at such a low rate. The firm stand taken by vessel owners would have been productive of much better results if their agreement had been strictly carried out. Opening rates would have been more satisfactory if charters had not been entertained until such time as it was possible to execute them. Just where the break in the line has occurred we do not pretend to say, but we very much question the good faith of the $1.25 transaction especially in the face of the fact that vessel men refused $1.40 from Ashland on the 10th of April. Of course we have no desire to criticise the judgment of owners or managers in placing their property, yet we do claim that a certain class of men actively engaged in the freight market has had one face for Paul and another for Peter, in advising and talking up good paying rates, while at the same time they were using their best endeavours to break down rates to the lowest notch.

RACINE.

Special to the Marine Record

The fleet of vessels wintering here have all fitted out and the schooner J. B. Newland, Captain Anderson, sails this morning for Muskegon for a load of lumber. The Peoria, Captain Masten, for White Lake; the Simmonds, Captain Wilson, for Pentwater, and the Josephine Dresden, Captain Olson, for Ludington for slabs. These are the first sail departures for the season.

The steambarge Seymour, has arrived from Otter Creek with hardwood lumber for the Chicago market. X.

LAKE CARRIERS' ASSOCIATION,

TO CONSIDER AND TAKE ACTION UPON ALL GENERAL QUESTIONS RELATING TO THE NAVIGATION AND CARRYING BUSINESS OF THE GREAT LAKES AND THE WATERS TRIBUTARY THERETO, WITH THE INTENT TO IMPROVE THE CHARACTER OF THE SERVICE RENDERED TO THE PUBLIC, TO PROTECT THE COMMON INTEREST OF LAKE CARRIERS, AND PROMOTE THEIR GENERAL WELFARE.

BOARD OF MANAGERS, 1888.

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MARINE RECORD—OFFICIAL PAPER.

[*Around the Lakes Continued from 1st Page.*]

TOLEDO.

Special to the Marine Record.

The tug A. Andrews Jr., arrived here last week from Detroit, where she received a new steel boiler.

At the last city election the veteran tug man Captain M. T. Huntley, was elected water works trustee from the east side.

The schooner Arthur has been chartered to carry one load of wheat from Milwaukee to Sandusky at 2¾ cents, Captain Mike Enright left last week to fit her out.

Toby & Co., ship chandlers, have had the water at their dock deepened to twelve feet.

Curtis & Brainard's new steambarge Miami, arrived here Monday, with 2300 barrels of salt. She is a fine boat.

The Toledo coal exchange has set dock prices for fuel as follows. Hocking Valley, $2.50; straight Massillon lump, $2.85; Mine Run Massillon, $2.75.

The tug John Gregory, was here Tuesday. She towed the Emma C. Hutchinson, from Detroit. She loads coal for Milwaukee at 65 cents.

The schooner P. B. Locke, is receiving a new jibboom and bowsprit, two new hatches, some new ceiling, new rail forward and other general repairs. The Anna P. Grover is being repainted. Captain Homer Durand is bound to retain his reputation as one who keeps a vessel in first class shape.

The Wabash boats were not sold as reported. Several parties are figuring on them and their sale or lease is looked for at any moment.

Mose Bose is building a new dump scow at the foot of Adams street for James Rooney. She is 75 feet long, 23 feet beam and will carry 150 cubic yards.

The Manitowoc is loading for Sheboygan at 70 cents.

The steambarge Ohio is loading corn for Ogdensburg, at 5 cents.

Captain Brown Chamberlain, has gone to Baraga to fitout the tug A. W. Colton. Captain Brownie, is a first class man and takes with him the best wishes of all of the Toledo marine men as well as the RECORD.

The steambarge Tecumseh is loading timber here. C. O. D.

ST. IGNACE.

The ice crusher, St. Ignace, arrived at the town after which it was named late Tuesday night, after a most successful trial trip from Detroit, The St. Ignace people went wild over the boat when they beheld her and Capt. Boynton was showered with congratulations, he being the originator of the scheme to build the ice crusher. In speaking of his trip, Capt. Boynton said: "We had only twenty-five miles of clear water since leaving Detroit river. The St. Ignace walked through the entire distance of ice, which varied from two feet in thickness to windrows nearly twenty. Only once was the boat stopped by ice, and that was when she encountered a windrow as high as her bow, but I backed the forward wheel and she went through it like a steer through a corn field. I have expected a great deal from the boat, but she more than meets my expectations, and I am satisfied that they can't get ice enough in the Straits to stop her." The evening that the St. Ignace arrived at her destination the Algomah left just an hour before and half way across became fast in the ice. The St. Ignace went to her, and in one and a half hour had released the Algomah and broken a passage to reach her slip at Macinaw City. The St. Ignace had to work her way through a thousand feet of ice that jammed to the bottom and was twenty-five feet thick, but she worked through it with apparently little trouble. Her bow wheel pulverized ice that was three feet thick, and washed it astern out of the way.

ERIE.

The first clearance this season was made on the 17th. The tugs Erie and Thompson left this port with the dredge Erie for Ashtabula, where her owner J. Loomis Linn, has a large contract of dredging.

The Anchor Line commence receiving westbound freight from Eastern cities. The schooners Foster and J. D. Sawyer are loading coal for Milwaukee.

DETROIT.

Special to the Marine Record.

Navigation for the season of 1888 has virtually opened here. The river front from the Wabash dock, west to Springwell's drydock and east of Bates street to Mt. Elliott avenue, is all taken and every available place is occupied by vessels fitting out and getting into condition.

The Cole line of steamers began Monday to ply between here and Bay City and lake shore ports. The steamer Alaska also started Monday on her old route between here, Sandusky, and the islands, and this week will see many more of the other large passenger steamers, resplendent in their new coat of paint, moving up and down the beautiful Detroit.

The tug George N. Brady will tow five vessels in the lumber trade this season. All are loading coal at Cleveland for Port Huron at present.

The keel for Captain Ward's second steamer has just been laid at Wheeler's shipyard, Bay City, which will be a duplicate of the W. N. Stevens; 1500 tons burden, and to cost $100,000.

Captain Thomas Burton will sail the propeller Nebraska; Captain M. Dahaney the H. D. Coffinberry; Captain Peter Max the St. Louis; Captain D. Curry the Annie Vought; Captain J. Taylor the Potomac, and Captain Johnson the J. D. Sawyer.

The water at the "Soo" is about two inches lower than it was at this time last year, and it is not expected that navigation will be open there before May 5th.

At Sand Beach the ice in the harbor is still quite heavy, but is moving out slowly.

Advices from Charlevoix say that vessels entering should keep the south pier well aboard to catch deep water and avoid an oak tree just below the bridge.

It is said there are only six feet of water inside of Holland harbor, and it will be necessary to have some dredging done before it can be used as a port of refuge.

Work on the Marquette breakwater is being pushed forward rapidly. Seven hundred cords of rock were placed in position last week.

The steamer Sanilac will ply on the Cleveland Saginaw route this season, leaving here on her first trip next Saturday.

The propellers St. Louis, Conestoga, D. J. Foley and schooner American Union take coal to Buffalo to Chicago at 75 cents.

Captain Ward says that charters have been made for ore from Ashland to Lake Erie ports at $1.40 per ton.

The City of Detroit will take her place on the Lake Erie division of the Detroit & Cleveland Steam Navigation Co., on Thursday, thus making it a daily line as usual.

The schooner Emma C. Hutchinson left Tuesday for Toledo, where she will load coal for Detroit. The tug Gregory towed her down.

The steambarge Saginaw is now on the ways at Clark's drydock, getting a new stern put in her. In addition to this improvement she has had an after gangway cut, which makes her easier to load. The tug Marion Teller and steamer Pearl are also on the ways in Clark's yard undergoing extensive repairs.

Navigation at Whitehall is now open, the ice having been broken, is moving out.

The Atlantic left on her first trip at 9 o'clock Saturday night. She had a full load of freight and several passengers. She arrived at Oscoda Monday night and proceeded to Alpena. She is now in the ice, five miles out from that point. A heavy snow storm from the south is prevailing there.

At East Tawas the snow is two inches deep on the level.

The United News association has opened an office in the Grummond building, and is in shape to handle all kinds of marine business. They have a competent corps of reporters, with finely equipped small boats to meet passing vessels day and night. A direct wire, with connections, to all important shipping points, is a valuable adjunct to the prompt despatch of business from their office.

There is no ice between Port Huron and Port Sanilac except a little along the shores, and there is nothing to prevent boats from making a landing at any place this side of Sand Beach. The Fort Gratiot light shone out Thursday night for the first time this season.

Saginaw Valley 'longshoreman's union and shore union have decided to charge 50 cents an hour for loading vessels during the coming season.

The lumber trade on the east shore of Lake Michigan has opened up in earnest, 1,000,000 feet lumber having already been shipped from Muskegon alone.

The steamers Menominee and Ludington, of the Goodrich line, have commenced their regular trips between Grand Haven and Chicago.

The schooner Groton arrived at Windsor loaded with coal from Toledo. The captain reports the lake free of ice.

Schooner S. V. R. Watson, from Toledo, loaded with corn for Walkerville, has arrived. She reports a rough passage. The tug that brought her out was obliged to put back to Turtle light on account of the heavy sea.

Propeller M. Sicken and three barges and City of Concord and consort passed up.

A despatch from Duluth says the Grand Marias harbor is open.

The schooner Wawanosh, Captain John Reid, has received new keelsons, centerboard box, refastening all over and calking.

The steamer Milton D. Ward, which will run between Detroit and Port Huron in the Star Grummond line, is receiving an extensive overhauling. Her improvements include the tearing out of some of the state rooms to give greater deck room, and the extension of the hurricane deck so as to afford more protection to passengers. She will also have a square pilot house, and in other respects be made to resemble the Idlewild.

CONNOR.

There has been a good demand for vessels here for several days back to load for Buffalo, and the opening of navigation will witness quite a reduction in Detroit's supply of wheat. The present rates on wheat are 2¼c to Buffalo, 1½c to Cleveland, 1¼c to Sandusky and 6½c to Oswego. The schooner Francis Palms gets 2½c on wheat to Buffalo, but all the following are loaded at the rates given above: For Buffalo, steamer Anna Smith, schooners Redwing, Belle Hanscom, William Home, Typo, Unadilla; for Cleveland, schooner Ganges; for Sandusky, steamer Handy Boy; for Oswego, schooner Noyes and John Wesley. Charles W. Norton, the well known vessel agent, made all the above charters. A few of the vessels have stored wheat all winter for which they received a rate aside from the above, but the greater number have been loaded since the river opened.

The steamer Yosemite and consort C. N. Ryan have been engaged to go into the Lake Superior lumber trade for the season. The terms of the contract have not yet been made public.

C. W. Norton negotiated the sale of the schooner R. Doud from the Merrick estate to John Hurley at $7,500, cash. This is said by vessel men to be the cheapest vessel sold here this season.

Captain Tuttle has sold the wrecked schooner Blazing Star as she lies on Fisherman's shoal to Captain S. B. Grummond for $900.

Parker & Millen stated that they had received a dispatch that all hope of forming a hull pool for the season had been abandoned.

Captain H. W. Phillips, who sailed the schooner Red, White and Blue last year, has bought an interest in the Golden Fleece, and will go in her, as master.

The steamer Isaac May and two consorts will this season carry 20,000,000 feet of lumber from Serpent river to Tonawanda, under the management of John Crosthwaite

The ice crusher St. Ignace, bound for the Straits of Mackinac, passed Sand Beach at 10 a. m. one mile outside. She encountered some very heavy ice off that port but was not stopped. Vessel men regard the performance perfect and are loud in her praise.

C. W. Norton has chartered the schooners George and W. H. Rounds for wheat to Buffalo at 2¼c, and the Seamen, wheat to Cleveland, 1⅜c, free of elevation.

DULUTH.

By the opening of navigation the Lehigh Valley Coal & Iron Co., will have at Duluth a coal dock frontage of 2,500 and width of 400 feet, with 150 feet slips of eighteen feet of water on each side. The superstructure is thirty-six feet high. The distance around the dock is 5,800 feet, and its storage capacity is estimated at 760,000 tons. The cost, with equipments, will represent an investment of $500,000.

The Duluth Land & Warehouse Co., have purchased forty three acres of land, water frontage, at the place named, and will embark in the coal trade at the opening of navigation. The docks will be 750 feet long by from 300 to 400 feet wide.

The St. Paul Fire & Marine Insurance Co. will make an effort to release the schooners Riverside and Blazing Star, ashore at the lower end of Lake Michigan, and has instructed Captain Tuttle to sell them as they lie.

It is stated that a couple of wheat charters, about 150,000 bushels, have been made at 4½ cents per bushel to Buffalo. This would equal about $1.70 per ton for iron from upper lake ports.

There is in store in Duluth 7,649,095 bushels of wheat and about 300,000 bushels of corn, oats, etc., a total of grain of over 7,900,000 bushels. Of the wheat 6,640,176 bushels are No. 1 hard, and 780,802 No. 1 northern, leaving less than 250,000 bushels of the lower grades, the highest of which is about the equivalent of the highest grade to be found in Chicago. The increase in store for the week has been 272,878 bushels as against a total in store of 10,447,840 bushels a year ago, and an increase of 27,549 bushels.

There is a little uneasiness among vessel men on account of the prospective low charters for lake freights for this season. At present but four cents is offered, while the rate last summer ran as high as seven cents. But it was the high lake freights of last summer that turned large quantities of wheat from Duluth to Minneapolis. A return to the normal rate will again turn the flow of wheat and flour in this direction and tend to stiffen the rates again, but they certainly will not reach the high point of last year. The new countries opening up to the trade of Duluth will also create a new demand for coal and it is reasonable to expect a very large increase in coal receipts. The development of new mines will also increase the ore shipments, so, on the whole, there is nothing discouraging in the situation for the vessel interests.

The following items are taken from the Duluth News: The appropriation for the Duluth harbor range lights called for in the new appropriation bill is $3,284.12.

The propeller Swain, which is tied up near the elevators, has undergone extensive boiler repairs at a cost $2,700.

It looks as if the council had about decided that a harbor master was an unnecessary appendage to the city's official list.

A force of men are at work preparing the Fremont for the opening of navigation. She looks quite neat in her new coat of paint.

The T. H. Camp is ready for another seasons work, no extensive repairs having been deemed necessary. It is not yet settled where she will run.

The lumber for Grignon's drydock is being delivered. Mr. Grignon expects to be in readiness for performing work for vessel men by July 1, or a little later.

The work of putting an after cabin on the Emerald and running her upper deck out over the stern is being prosecuted rapidly. She goes to Bayfield and Ashland as soon as the ice permits.

The tug Hope, owned by the Superior lumber company, of Ashland, is being built in Williams, Upham & Co.'s yard and will be ready to proceed to Ashland by the opening of navigation. The old machinery will serve her another year.

The J. H. Upham, Jr., has been almost entirely rebuilt and has received new machinery from Toledo, including shaft, crank and wheel. She has been enlarged for greater power and speed.

The general fitting out of the fire boat David Sutton has been completed, and while her fire contracts call for readiness for service on and after the 25th of this month, she will in fact be fully ready some days before the specified time. The ice alone will hinder now.

Owners of dredges are eagerly watching the congressional proceedings as regards the appropriation bill. The outlook for dredge work is said to be poorer this spring at this point than in years. Williams, Upham & Co. are expecting to make contracts for work at the other places down the lakes, but have nothing on hand as yet.

The latter part of next week Captain Inman's crews will get the tugs Record and Williams moving around in the ice of the harbor.

Captain Byron B. Inman, the well known owner of the Inman line of tugs, has gone to Bay City to see to the fitting out of the Ossifrage, the new screw propeller, which he will bring through as soon the ice will permit. This $30,000 pleasure boat, which has already been described in these columns, is 140 feet long, 28 foot beam, with cabin accommodations for from 75 to 100 passengers, and a capacity for 500 excursionists. It will be warmly welcomed to the Duluth harbor, and the genial captain's pride in his latest purchase is likely to be liberally shared by his townspeople. The Ossifrage was built at Bay City by F. W. Wheeler two years ago, is staunch and true, and will come here fitted out in elegant style.

James Magee, who has been at work on a scow in the slip west of the Wells Stone establishment all winter long has his work so well completed that she will be finished in about two weeks.

H. W. Pearson's steam yacht, which arrived in Duluth about ten days ago, is attracting a great deal of attention, and is with great unanimity called a daisy. The owner calls it Captain Tyler. The handsome craft, which was built at Spring Lake, Mich., weighs less than a ton, all fitted out. In dimensions it is about twenty-eight feet long by 6½ feet beam.

Local vessel men are getting ready for the season of navigation and matters are lively at the repair and building yards about the harbor front. At Capt. McDougall's yard at the base of Rice's Point the steel freighter is assuming shape, many of her ribs being in position and the work of putting on the plates of her hull will go on rapidly.

KINGSTON.

The schooner Watertown, Captain Beaupre, has received a new windlass, night heads, and considerable repairs forward. After she is painted, she will be in good trim for the opening of navigation.

Captain Fraser's barges, South Hampton and Robert Gaskin, have received new frames forward and aft, covering boards, and several planks. They have also been thoroughly fastened, and when painted, they will look well. The Scotia is having her engine compounded, which will increase her power.

The Pierrepont is painted, repaired, and ready to make her first trip, which, it is expected will be made on Tuesday next.

The B. W. Folger has been repaired to the extent of $400. She has been thoroughly calked and painted, and a new foremast has been put into her. Captain Dandy is proud of her.

No less than $2,500 has been laid out on the Jessie Breck. She has received new timber heads, rail, covering boards, stanchions, keel box, windlass, sills, and several repairs to her stern She has also been refastened and will be as good as a new boat by the opening of navigation.

Captain Rooney, of Coburg, who has purchased the schooner Herbert Dudley, has arrived in the city and commenced fitting out the craft.

AMHERSTBURG.

The schooner Mary, of Port Stanley, which went ashore in the bay at Sable river last fall, is undergoing a thorough rebuild by Chas. Millard, the work being superintended by Mr. D. Millard. The repairs include new bilges and ceiling, stanchions, breast hook, decks and beams, hatches and comings, new mast, partners, pawlpost, bits timberheads all refastened from keel to covering board, and a new suit of sails. She will be ready for sea by the 18th of April.

Captain Alex. Birnie, of Collingwood, is here, looking after the work doing on the steambarge Africa, which he commands, and the schooner Marquis, one of her consorts. The Africa is having her decks calked, extensive repairs to her machinery and a new smoke stack. She will also receive a new Trout wheel, which will be put on at Port Huron. The Marquis has received new bows, stanchions, rail and covering board, considerable new ceiling, several strakes of plank, a general overhauling and has been in dock and recalked. The barge Severn, another consort of the Africa, is at Collingwood, where she has received new stanchions forward, covering board, rail, mast partners and hatchways, some new ceiling, and had her decks calked. The Africa and her consorts will trade between Georgian Bay and Chicago with cedar. James Wilson, who was second engineer on the steamer Alberta three seasons, will go first engineer on the Africa. Captain Larsen, of Toronto, will command the Marquis, and Captain Crawford, of Sarnia, the Severn.

SATURDAY NIGHT CLUB.

The last regular powwow of the Saturday Night Club was held at their elaborately furnished club rooms on Saturday night of last week, and the business transacted was of such an important character that they did not get through until the next week. The meeting was called to order at 8 o'clock very sharp, and after the opening ceremonies were performed they wiped their lips and were clothed in due form. In the absence of the regular chaplain, the duties of the office were gracefully performed by Mr. Thomas Quayle, who made the opening prayer, in the sanctimonious manner so becoming to him. Roll call was next in order, and the H. D., after hunting around, found that the facetious Boylan was considerably somewhere else. The treasurer, upon consulting the records, found he was one year behind with his dues, and a Chicago detective was at once put on his trail. After this important and serious matter had been successfully grappled with, the club, by unanimous vote, heaved a sigh of relief, wiped their lips again, and the other secret business was gone through with with fidelity, rapidity, and despatch. Accomplice Frank Wright's conduct was scrutinized by a committee, appointed for that purpose, and it was found necessary to publicly apprehend and reprimand him for his dereliction; and after the manners and customs of this society, before tackling a weigthy job, they hove ano her sigh, wiped their lips again, and Mr. Wright was ordered to stand up, salute his superior officer and advance three steps, to the throne of the H. D. Tremblingly, with shaking knees and fearful aspect, he unwillingly obeyed. The H. D., too full for utterance, called upon an edtitor man to act for him in the capacity required. In a feeling tone the editor said: Mr. Wright, after due consideration, the society of which you are a member, have endorsed the following: Whereas, the majority of the members of the Saturday Night club find that Accomplice Wright is physically incapacitated for want of a cane; that seeing the one he so proudly carried for so long a time has, from excessive and constant use, became unequal to the demands of his old age. Resolved, that since we are banded together for no common good, we present to Accomplice Wright a cane, strong, hard, tough, and as nearly what his demands require as is possible to be procured, hoping that it will ever be a stay and support in his declining years.

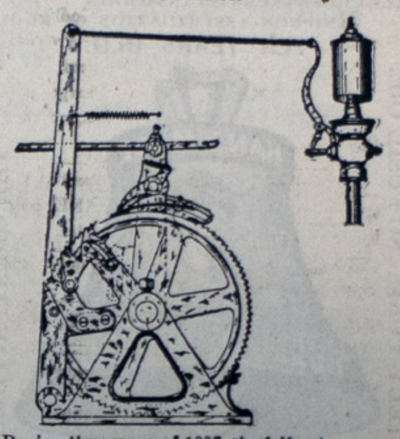
The inscription on the cane was:

PRESENTED TO
FRANK WRIGHT
BY THE
SATURDAY NIGHT CLUB.

THE CHASE FOG WHISTLE MACHINE.

The dangers attending fogs on the lakes are well known to all our sailor men, and all know that the regulations require that, during fogs, a signal shall be sounded at regular intervals. Under the old system of fog signals, the service and close attention of a man was required at all times while navigating in a fog, and this service became so monotonous that Mr. Chase, engineer of the steamer Ohio, devised and patented a machine which, when attached to the engine, would sound the fog whistle automatically.

The cut shows the position of the machine, and its action on the whistle.



During the season of 1887, the following named steamships, thirty in number, were supplied and equipped with our machines. The same having given entire satisfaction in each and every case, we refer with pleasure, all those interested, to the owners and masters of said steamers:

Wilson Transit Line, Cleveland, O.—Steamers Spokane, Wallula, Kasota, Tower, Yakima, Missoula, Sitka.

Northwestern Transportation Co., Detroit, Mich.—Steamers Fayette Brown, R. J. Hackett, Forest City.

Cleveland Transportation Co., Cleveland O.—Steamers Sparta, Havana, Vienna, Townsend.

Bradley Transportation Co., Cleveland, Oo.—Steamers City of Cleveland, Henry Chisholm, Superior, E. B. Hale, M. B. Grover, J. S. Fay, R. P. Ranney.

H. H. Brown, Cleveland, O.—Steamers Smith Moore, Chas. J. Sheffield.

Owen Line, Chicago, Ill.—Steamer Ira H. Owen.

Cambria, Outhwaite, Samuel Mather, R. R. Rhodes, Columbia, Aurora.

The machine is at all times under the control of the captain; that is, if it is necessary that a signal shall be given to a passing steamer, or for any other purpose, the moment the captain pulls his wire, the fog whistle machine is thrown out of gear and will not resume its sounding until it is permitted to do so by the master.

Following is the report presented by the committee:

To the President and Board of Supervising Inspectors of Steam Vessels:

Your committee to which was referred the "Chase Fog Whistle Machine" beg leave to report: "That we have carefully examined the same and find that it blows at regular intervals, being worked by the engine, thereby insuring regular and continuous blasts for any length of time that may be required and would recommend it or similar device to owners of steam vessels as an additional safeguard to navigation.

H. S. LUBBOCK,
GEO. H. STARBUCK,
W. D. ROBINSON,
} Committee.

The manufacturers are the Chase Fog Whistle Machine Co., corner of Elm and Spruce streets, Cleveland, O.

First-class Merchant Tailoring

Done in the nobbiest style, according to monthly new fashion plates, and the *prices made as low* as for ready-made store garments is adopted by Jos. L. Kohn, practical tailor and cutter, who furnishes none but Gent's. finest *Dress Suits, Business Suits,* single *Pants* and *Vests* with the guarantee that none be delivered unless they are to the entire taste of the customer. Call on

J. L. KOHN, 213 Detroit street.

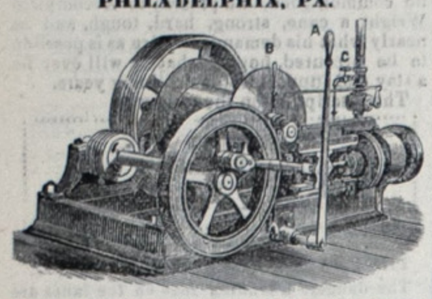
The Only Shirt Factory in the City

Where all kinds of *Flannel Shirts,* Navy-blue, double and single-breasted *Sailor Shirts, Waterproof Shirts, Cheviot Shirts,* made in a *regular home made style,* every shirt 54 in. wide, 40 in. long, wide sleeves, extra well sewed, can be found at the Boston Dry Goods Store, 213 Detroit street, second door from corner Pearl streets. Also *Our own home made Jean Pants, Overalls, Jumpers,* etc., and all of above will be made *to order* if the customer desires it, for the same price as sold ready-made.

Don't forget to call on KOHN & CO., 21 Detroit St., near corner Pearl.

WILLIAMSON BROS.

COR. RICHMOND AND YORK STS.
PHILADELPHIA, PA.



HOISTING ENGINES AND SHIP STEERING ENGINES; with either Frictional, Spur or Worm Gear of various patterns to suit all purposes.

LAWRENCE, OSTROM & CO.'S

Famous "Belle of Bourbon"

IS DEATH TO
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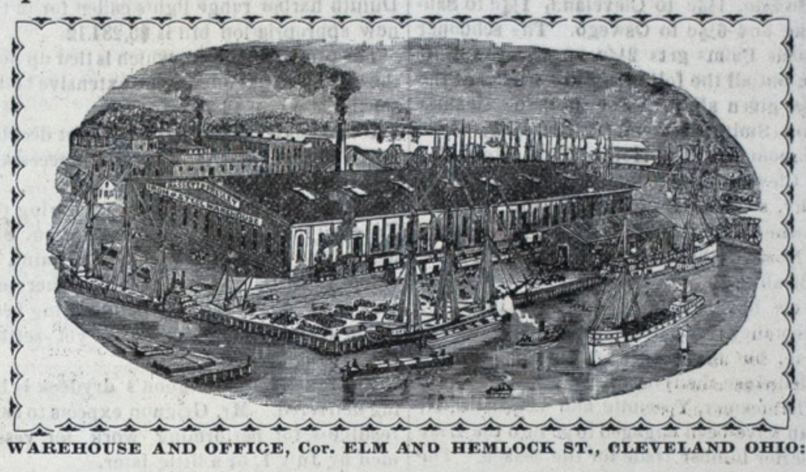

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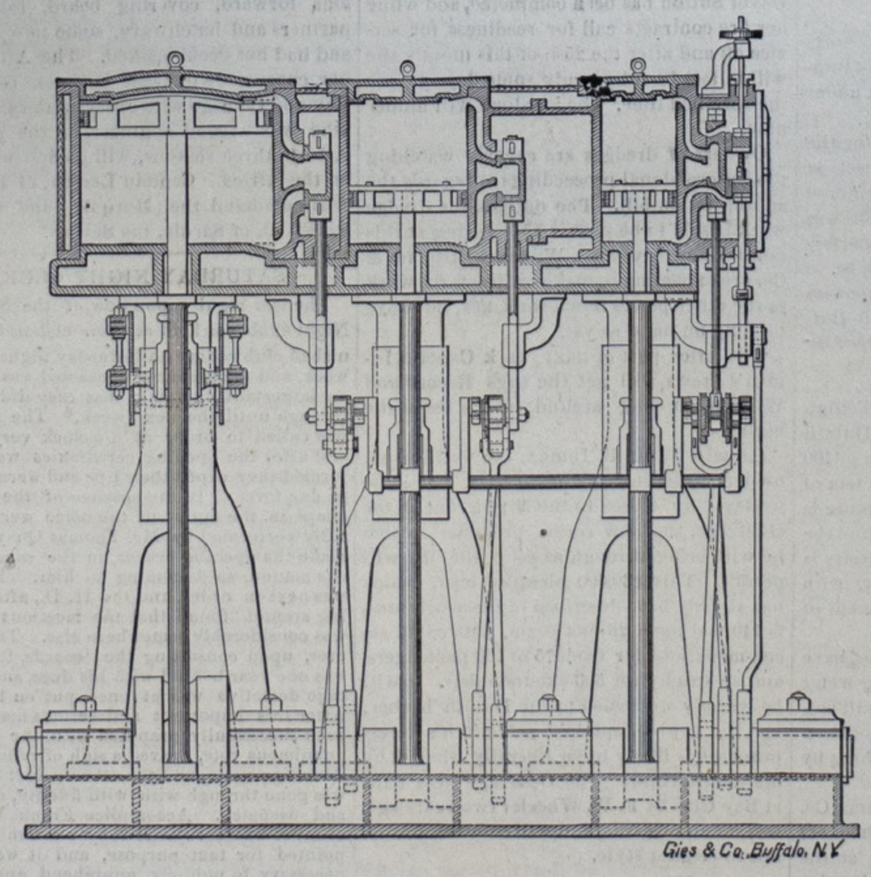

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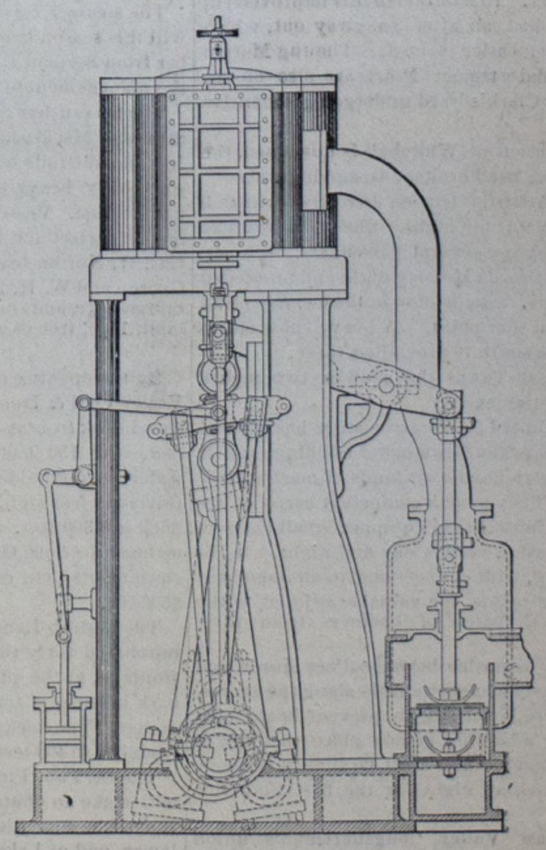

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Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*2 55 A M
No 8, N. Y. B & A Express	*8 30 A M	*3 55 A M
No 26, Elyria Accommodation	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 05 A M	†10 15 A M
No 24, Toledo Accom via Norwark	†10 05 A M	†10 15 A M
No. 10, New York & Boston, "Flyer"	.....	*11 35 A M
No 12 N Y & B Fast Express	*2 20 P M	2* 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive,	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 15 A M
No. 23, Cleveland Express	*2 15 A M	
No 3, Chicago Express via "	§5 30 A M	5 45 A M
No 25, Mich Accom Norwalk	.....	†5 45 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk	*6 55 P M	*7 15 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 9:20 a. m. and 1:00 p. m.; returning, arrive at 9:20 a. m. and 4:45 p. m.
Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.
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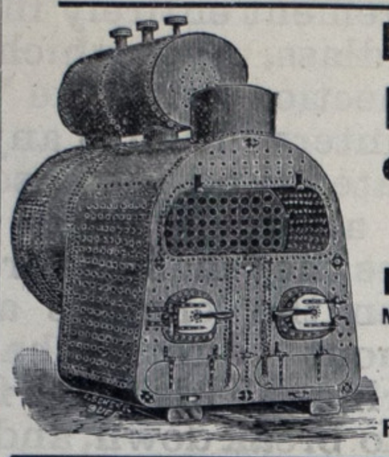

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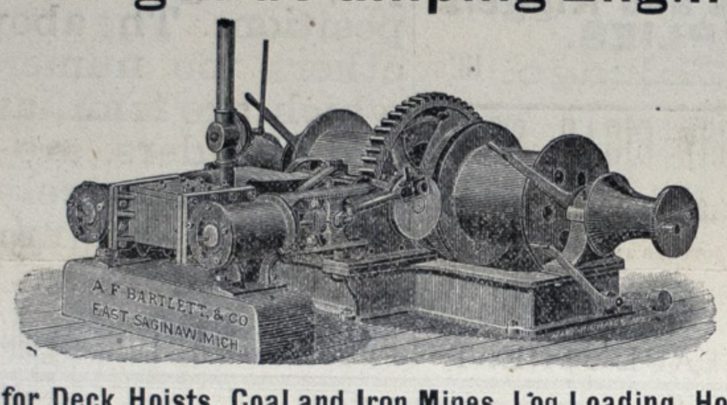

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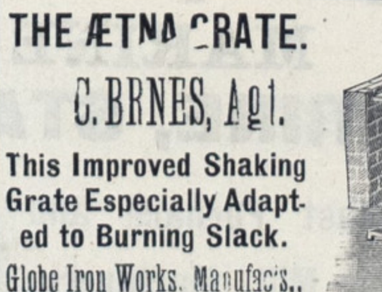

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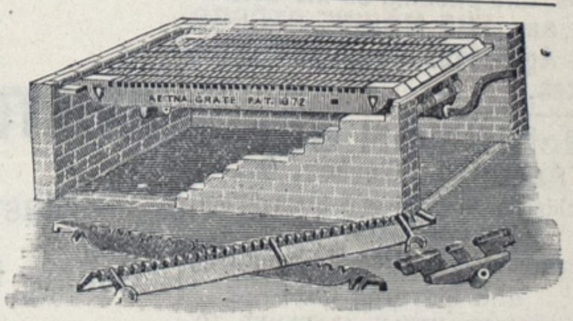

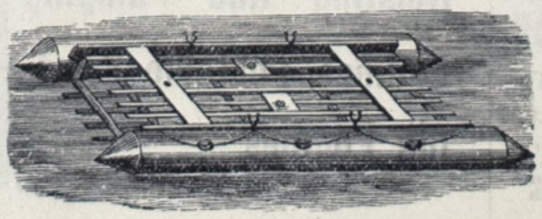

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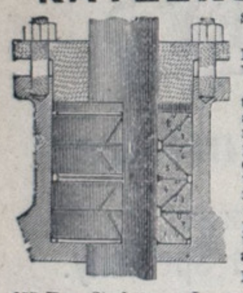

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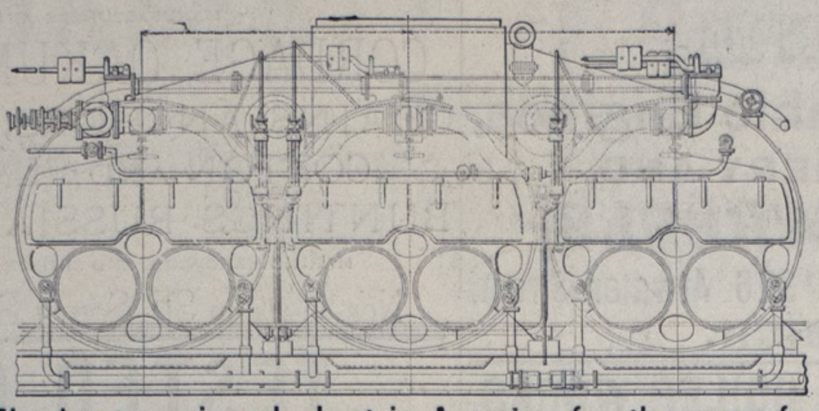

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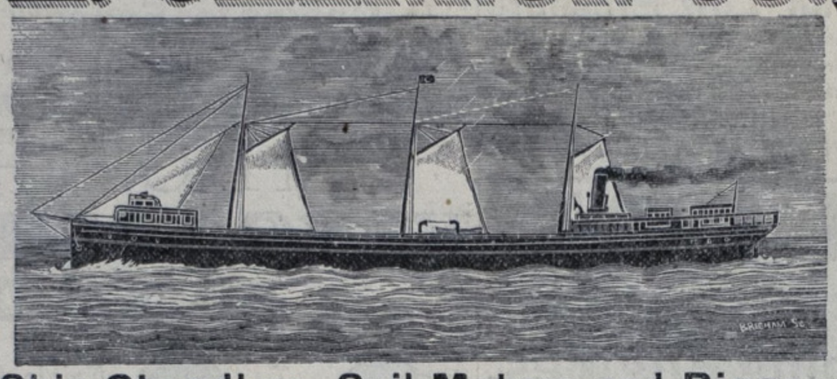

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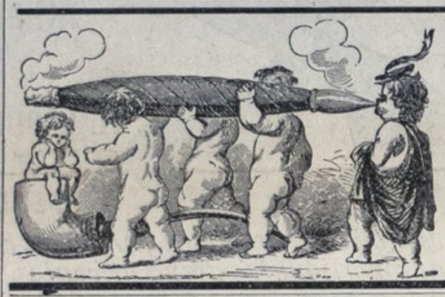

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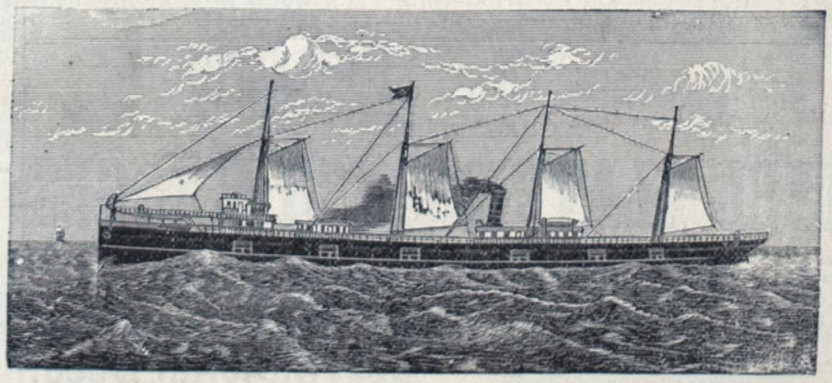

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